

## SAILING DIRECTIONS CORRECTIONS

**PUB 172 9 Ed 2001 LAST NM 18/02**

Page 3—Lines 43 to 53/R; read:

The maximum permitted beam is 77.49m. Vessels in ballast, with a maximum beam of 74.72m and drafts up to 9.75m forward and 10.97m aft, will be permitted to transit in favorable weather conditions and with wind speeds of not more than 10 knots. Ballasted vessels with a beam exceeding 74.72m must have prior approval of the Suez Canal Authority to transit the canal.

(PUBS 012-2002) 19/02

Page 4—Lines 17/L to 1/R; read:

Drafts for vessels in ballast transiting N or S are, as follows:

Beam (up to)	Draft	
	Forward	Aft
74.72m	9.75m	10.97m

The maximum draft for loaded vessels transiting N or S is dependant on the vessel's beam, as given in the Suez Canal Beam and Draft Table II (Amended), from which the following values have been extracted:

Beam (up to)	Draft
49.98m	18.90m
50.80m	18.59m
51.66m	18.29m
52.52m	17.98m
53.44m	17.68m
54.38m	17.37m
55.34m	17.07m
56.33m	16.76m
57.37m	16.46m
58.47m	16.15m
59.58m	15.85m
60.75m	15.54m
61.97m	15.24m
63.24m	14.93m
64.46m	14.65m
65.83m	14.33m
67.38m	14.02m
68.88m	13.72m
70.43m	13.41m
72.08m	13.11m
73.78m	12.80m

Beam (up to)	Draft
75.59m	12.50m
77.49m	12.19m

Plans were in effect to increase the width of the canal by (PUBS 012-2002) 19/02

Page 185—Lines 50 to 52/L; read:

headland, together with all islands and islets off the N end of Ru us al Jibal, have been undermined by sea action.

Fakk al Asad (Bab Musandam) is a deep-water strait, about (NIMA) 19/02

Page 185—Lines 50 to 52/R; strike out.

(NIMA) 19/02

Page 232—Line 5/R; insert after:

The charted range, located close W of the ASRY Shipyard and in range bearing 106°53', marking the outbound channel from the Deep Water Jetty, is located close to the waterline and has been reported (2002) to be difficult to discern from a distance.

(US CH 62453; PUBS 013-2002) 19/02

Page 244—Lines 2 to 15/R; read:

Berth No. 1 is no longer in service. The buoys marking the berth have been removed.

The existing submarine pipeline terminating at the old Berth No. 2 has been extended to another tanker mooring buoy located 1.8 miles further ENE; the old berth will not be used unless the new berth is damaged or under repair. There is a depth of 19.6m at the new Berth No. 2. Vessels of 80,000 to 400,000 dwt, with a minimum loa of 240m and a maximum loa of 370m, can be accommodated. The maximum arrival draft may not exceed 13m, while the maximum departure draft may not exceed 17m. A minimum underkeel clearance of 2m must be maintained. The local port authority should be contacted for further information.

(PUBS 014-2002; US CH 62515) 19/02

Page 245—Lines 32 to 39/L; read:

**Depths—Limitations.**—Vessels up to 70,000 dwt, with a maximum length of 290m, can be accommodated.

(US NM 17/62540/02) 19/02

Page 245—Line 46/L; read:

as pilots, board tankers about 2.5 miles ESE of the storage tanker

(US NM 16/62540/02) 19/02

Page 258—Line 18/R; read:

Vessels should not use VHF channels 10, 12, 16, and 77 for

(NIMA) 19/02

Page 259—Line 18/R; read:  
Iranian Offshore Oil Company (IOOC), acting in the capacity of pilot, will board  
(BA NP 286(3))

19/02